

The Hongkong Telegraph.

N°. 2678.

WEDNESDAY, OCTOBER 29, 1890.

SIX DOLLARS
PER QUARTER

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL £500,000.

LONDON : Head Office, 40, Threadneedle Street, West End Office, 25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS : Fixed for 12 months, 5 per Cent. per Annum.

" " 4 " "

ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

E. W. RUTTER,
Manager. [148]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$8,168,062 50
RESERVE FUND 5,482,127 00
RESERVE LIABILITY OF PROPRIETORS \$8,168,062 50

COURT OF DIRECTORS :—
Chairman—H. L. DALRYMPLE, Esq.
Deputy Chairman—J. S. MOSES, Esq.
T. E. DAVIES, Esq. A. MCCONACHE, Esq.
W. H. FORBES, Esq. S. C. MICHAELSEN, Esq.
H. HOPPIUS, Esq. L. POENECKER, Esq.
Hon. J. J. KESWICK D. R. SASOON, Esq.

CHIEF MANAGER,
HONGKONG—T. JACKSON, Esq.
MANAGER,
SHANGHAI—JOHN WALTER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT :—
at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS :—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, 11th September, 1890. [148]

**RULES
OF THE
HONGKONG SAVINGS
BANK.**

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business hours on WEEK-DAYS, to 3: SATURDAYS, to 1: SUMS LESS THAN \$1, or MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.

3.—DEPOSITS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months, at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½ per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves to their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.

T. JACKSON,
Chief Manager.
Hongkong, 13th May, 1890. [149]

**HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LIMITED.**

SUBSCRIBED CAPITAL \$5,000,000.
PAID UP CAPITAL 2,500,000.
RESERVE FUND 1,350,000.

BOARD OF DIRECTORS.

Hon. J. J. KESWICK,
Chairman.

Hon. C. P. CHATER,
Vice-Chairman.

Managing Directors.

LEE SING, Esq.

S. C. MICHAELSEN, Esq.

J. S. MOSES, Esq.

G. E. NOBLE, Esq.

FOON PONG, Esq.

D. R. SASOON, Esq.

BANKERS.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY advanced on Mortgage, on Land, and Buildings.

Properties purchased and sold.

Estate Managed and all kinds of Agency and Commission business relating to Land, etc., conducted.

Full particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A. SHELTON HOOPER,
Secretary.

Victoria Buildings,
Hongkong, 3rd May, 1890. [149]

Intimations.

BY APPOINTMENT.

A. S. WATSON & CO., LTD.
(Established A.D. 1841).

THE HONGKONG DISPENSARY,

WHOLESALE AND RETAIL DRUGGISTS

ANALYTICAL, FAMILY, DISPENSING, and GENERAL

CHEMISTS, PERFUMERS,

PATENT MEDICINE PROPRIETORS,

SEEDSMEN, WINE AND SPIRIT MERCHANTS,

CIGAR IMPORTERS, &c., &c.

Manufacturers of AERATED WATERS

By Steam Machinery.

PHOTOGRAPHIC DRY PLATES.

Apparatus, Chemicals, and Materials of all kinds suitable for Amateurs and Professionals at Moderate Prices.

We beg to state that we import Drugs,

Chemicals, and Goods of every kind of the description only—no other quality is kept in stock.

Our long experience and intimate acquaintance with the Trade, and the best sources of supply, enable us to purchase direct from the Producers, on the very best terms, and thus to our advantage which enables us to offer our constituents the benefit of considerable reduction in the price of our Specialities as compared with similar articles sold elsewhere.

We wish it to be clearly understood that our prices cannot be beaten by any other firm in the Colony; and we trust it will soon become generally known that, owing to quality, our charges all round compare favourably with local rates and in most instances with those ruling at home.

Experienced qualified English Assistants only are employed in the preparation and dispensing of Medicines.

GOODS FOR COAST PORTS

Whenever practicable, are despatched by first steamer leaving after receipt of order. Most articles can now be sent by the local Parcel Post. All retail orders of the value of five dollars and upwards are sent freight or postage paid.

Orders through Local Post or by Telegram receive prompt attention.

A. S. WATSON & Co. Ltd.

THE HONGKONG DISPENSARY,

HONGKONG.

BRANCH ESTABLISHMENTS.

A. S. WATSON & Co., LIMITED.

THE SHANGHAI PHARMACY, SHANGHAI,

24, Nanjing Road.

BOTICA INGLEZA, MANILA,

Escolta, 14.

THE CANTON DISPENSARY, CANTON,

Canal Road.

THE DISPENSARY, FOOCHOW.

THE DISPENSARY HANKOW.

THE DISPENSARY, TIENSIN.

LONDON OFFICE,

166, Fenchurch Street, E.C.

Hongkong, 16th April, 1890. [1450]

FLOWER AND VEGETABLE SEEDS.

SEASON 1890-1891.

BY APPOINTMENT.

A. S. WATSON & Co., LIMITED.

Established A.D. 1841.

WE have received our New Season's

importations direct from the best

Growers in England, France, and Germany, and

are now prepared to execute all orders received

for same with prompt and careful attention.

Descriptive Catalogues for ordering from (containing hints for gardening) will be sent post

free on application.

Orders from one Person \$5 to \$10 allowed 25

per cent. discount.

Orders from one Person over \$10 allowed an

extra 5 per cent. discount.

Single Packets at List Prices.

WATSON'S PATENT DRYING BOTTLES.

By the use of these Bottles, Seeds and Goods

of all kinds, that are susceptible to the destroying

influence of moisture can be kept in good

condition everywhere.

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 22nd September 1890. [1453]

WANTED.

A SMALL DYNAMO capable of burning 4

large or 10 or 12 small lights. Any one

with one to sell or for hire should

Apply to

c/o Hongkong Telegraph Office.

Hongkong, 27th October, 1890. [1457]

NOTICE.

FROM the 1st of November next, the

SHANGHAI BUTCHERY will be prepared to

supply BRAWN, LARD in BLADDERS, Fresh

and Pickled ENGLISH PORK, SAUSAGES,

&c., &c.

Also,

BEEF in Joints and corned, BLACK PUD-

DINGS, Pork and Game PIEs.

S. R. GALE.

Hongkong, 16th October, 1890. [1457]

Intimations.

BURGUNDIES.—

BEAUJOLAIS.

MACON.

POMMARD.

CLOS DE VOUGEOT.

CHAMBERTIN.

SPARKLING RED BURGUNDY.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

Hongkong—18, Queen's Road.

W. BREWER.

IS NOW SHOWING.

NATIVE and JAPANESE CHRISTMAS CARDS.
Entirely New and Novel Designs SILK FIGURES, IVORY FACES, with Pidgin English Sing-Song Verses.

RICE PAPER CARDS handsomely mounted and hand painted. A choice assortment of JAPANESE PAINTED CARDS, New Designs more beautiful than ever.

JAPANESE PHOTOGRAPHIC CARDS, very handsome. New and delicate designs in American Christmas CARDS, and Birthday tokens in Boxes.

A new selection of handsome ALBUMS, for Cabinets only, beautifully illuminated.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 27th October, 1890. [1456]

A. HAHN.

PIANOS FOR SALE.

The Acting Attorney-General seconded.

Carried.

THE COMPANIES MEMORANDA OF ASSOCIATION

BILL.

This Bill was considered in Committee and reported without amendment, and the Council adjourned until Monday next at half-past two.

THE HONGKONG JOCKEY CLUB.

The annual meeting of the Hongkong Jockey Club was held at the City Hall on Monday afternoon. There were present: — Messrs. W. H. Forbes (Chairman), E. L. Woodin, J. Grant, E. H. Gore-Booth, M. Grote, E. M. Rutter, G. S. Coxon, T. I. Rose, A. Karberg, W. Goosmann, A. G. Morris, J. Machado, J. Lewis, H. Hoppius, D. R. Sasso, H. Hohlohe, S. R. Lamert, L. Mendel, G. H. Potts, C. Hurst, W. Armstrong, H. W. Dick, E. Robinson, I. Ezekiel, J. Rogge, H. T. S. Green, J. M. Forbes, W. Cruckshank, A. W. Maitland, J. J. Bell-Irving, W. Slagell, W. von Wille, S. L. Danby, R. Lyall, A. O'D. Gourdin, R. K. Leigh, O. Wegener, &c.

The Chairman proposed the adoption of the report and accounts.

Mr. Gourdin seconded, and the motion was carried.

A ballot was then taken for the election of stewards for the ensuing season, with the result that the following gentlemen were elected: — Hon. P. Ryrie, Hon. J. K. Keswick, Hon. C. P. Chater, Messrs. G. S. Coxon, W. H. Forbes, J. Grant, R. M. Gray, M. Grote, and H. Hoppius.

Mr. Maitland said he had a motion to bring forward. It had been suggested to him that an alteration should be made in by-law No. 6. At present it read "All horses and ponies must be the bona fide property of those who enter them and no one shall be allowed to ride unless a member of the Hongkong Jockey Club." He suggested that it be amended to read "No one shall be allowed to ride except members of the Hongkong Jockey Club, officers of the Army and Navy, and visitors approved by the stewards."

Mr. Danby seconded, and it was agreed to unanimously.

A vote of thanks having been passed to the Chairman and the Clerk of the Course (the meeting closed).

WRECK OF A YACHT IN THE CAROLINES.

On Monday a representative of the *Telegraph* interviewed Capt. Dewar, late of the 11th Hussars, now of Vropic, Mid-Lothian, who had arrived that morning by the *Nassau* from Manila, after losing his yacht in the Caroline Archipelago; but pressure on our space prevented the publication of the particulars he gave until now. He said that he left England in July 1887, with Mrs. Dewar, in the sailing yacht *Nyassa*, 217 tons, well-known in yachting circles. After visiting Madeira and the Azores she proceeded to South America through Smyrna's Channel, being the first sailing vessel that had ever ventured to do so. From South America she proceeded to the Marquesas, where Robert Louis Stevenson, the novelist, was touring. From there she went to Tahiti, Samoa, the Friendly Islands, and Fiji, whence they shaped a course to Kamtschatka, afterwards visiting the Marshall Group, New Caledonia, Santa Cruz, Esquimalt, the Mariana, the Bonin Islands, and Kobe. There the yacht laid up for nine months, whilst Captain and Mrs. Dewar went to England. On their return in May this year, some ten weeks were shipped to augment the crew, and the yacht left for the Carolines. Whilst on her way to Ponape, to land the navigating officer, Mr. J. Carrington, who desired to leave, Ponape was sighted, on the 28th July, and at 10 a.m. on the morning of the 29th the ship suddenly struck on a reef about 18 miles from the shore of the island, masked fairly accurately on the chart. She drew round right at once, and as the current, tide, and wind set shorewards, in about twenty minutes she was hard and fast. Boats were lowered, and Capt. Carrington, taking most of the crew, proceeded to the settlement some 16 miles away, for help. Capt. Dewar and the mate remaining on the vessel. Next day, some Spanish boats came up, and a few things were got out, but the boats went away at dark, as the Spanish authorities—who were at that time making reprisals on the natives for the massacre of some soldiers—feared that it would be unsafe to remain over night. For three days attempts were made to get the yacht off, but as each succeeding tide drove her higher and dryer, the efforts were unsuccessful. Each night the natives plundered the vessel in crowds, destroying what they could not remove, cutting the sails and tearing down the bulkheads and fittings, but offering no violence to the Europeans, although on the second night they had to be shelled from one of the Spanish government boats before the latter ventured near. The chief loss sustained was the very large collection of curiosities collected by Capt. Dewar during the vessel's wanderings, which were nearly all taken. The yacht herself was insured for £5,000. For the next six weeks Capt. and Mrs. Dewar and the crew lived principally on the Spanish transport *Mandela*, which was in Ponape at the time, having taken a body of troops to the spot to coerce the rebellious natives into submission. The party left for Manila in September, in another transport, the *Antonio Mafra*. The *Comercio* says of Mrs. Dewar that during the voyage, notwithstanding the inevitable inconvenience, she never ceased to attend with great solicitude on the poor wounded soldiers who were returning to Manila. Capt. Dewar speaks highly of his treatment on the transport, whilst on the other hand the crew wrote to the *Daily Press* this morning inveigling strongly against it. A Marine Court of Inquiry will probably be held into the wreck in a few days.

Capt. Carrington, who joined the yacht as navigating officer at San Francisco, says that the chief officer was on watch when she struck, and that the reef was much further from the land than it was marked on the Admiralty chart, and even the position of the island was incorrect. The vessel was only going about three knots at the time, but she soon ploughed her way up the reef, aided by the swell. He complains that the salvage was so selfishly conducted that he was left to be plundered of nearly everything, and says that the men shipped at Kobe are left destitute here, having sunk their advance in provisions, which were lost. Capt. Dewar, on the other hand, refers the men to their Consul. The vessel had sailed 42,784 miles when she was lost, her average daily run being just over 104 miles.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE SUNDAY LABOR QUESTION.

To the Editor of the "Hongkong Telegraph." —Having just returned from a voyage I have only now had an opportunity of reading the report of the Conference between the Chamber of Commerce, and Capt. Ashton and delegation of the Marine Officers Association. I am very pleased indeed to see how well Capt. Ashton maintained his cause in the face of such an evidently biased, adverse, interested body of capitalists and shipowners, represented by Messrs. Mackintosh, Keswick, Ryrie, etc., with all their professed desire for the cessation of Sunday labour it is palpable to the most casual

observer that their great care was evidently to protect the shipowner from possible loss of one day's earnings.

Mr. Mackintosh asked for data regarding the number of officers employed on Sunday. Now I think that no one is in a better position than himself to provide this information seeing that the lines known as the "Blue Funnel" and "Butterfield & Swire" are the great offenders in this respect, however, in passing I might remark for Mr. Mackintosh's edification that there are on an average from fifty to sixty officers employed on steamers in this port on Sundays. Farther, I may add as regards compradores on board steamers, it is in no wise affords the European officers greater liberty, as in steamers carrying compradores there are usually only two European officers carried, one of whom is expected to sign all receipts and superintend all necessary deck work, while the other is supposed to be below looking after the stowage of cargo.

Mr. Mackintosh seems anxious to discover some method by which the Sunday labour of officers might be minimised. This is simple, "stop Sunday labour."

As regards Mr. Keswick's statement of the strong objections of the Chinese to the law, I should like to know in what way these strong objections have been shown. I have heard of no action on the part of the Chinese in opposition to the proposed legislation on Sunday labour. With respect to his statement of the danger of making 15,000 Chinese idle on Sunday, I think the numbers stated very ridiculous, and I am quite satisfied that not more than 15,000 people would be affected by the cessation of Sunday labour in the harbour. With respect to Sunday labour in treaty ports I can say that the British are the greatest sinners. And if I condescend to specialize local lines I have no hesitation in naming the China Navigation Steamship Company and the Indo-China Steamship Company as the greatest offenders in this respect. Ships sailed under the Chinese flag compare most favourably in respect to Sunday observance.

I have no doubt that the I. M. Customs statistics would prove what is here stated.

My sympathies are with "old Ryrie" in his anxiety with respect to a hot Sunday dinner. But as I understand the question, the Mercantile Marine Officer's Association are asking for cessation of Sunday labour in the Harbour only.

If I may venture to advise the Association I would suggest to them that there is a very large and influential shipping Company which has a very large stake in Hongkong, namely, the P. & O. and I think it would be wise on their part to approach the Managing Agent and obtain his views on the question which they have, so much at heart. Their steamers call at all the various ports where Sunday labour is prohibited, and their Agent might be able to give much information in regard to what action the Company would take concerning the question at issue.

I am sure the Mercantile Officers' Association has the heart-felt sympathy of every right-thinking individual, and it is sincerely to be hoped that they will in no wise allow the lukewarm and half-hearted professors of sympathy, expressed by the Chairman and various members of the Chamber of Commerce, to in any way damp their ardour or enthusiasm in the good cause which they have taken in hand, and in which it is to be hoped they will persevere with unabated energy, and combined effort, until the glorious boon is gained for the hard-faring Mariner.

Thanking you in anticipation for the favour of inserting this

I am, Dear Sir,

Yours faithfully,

"BARNACLE."

Hongkong, 28th October, 1890.

NEWS BY THE AMERICAN MAIL.

LONDON, September 28th.

Being asked to account for his defeat, Bruiser McAluliffe answered, shaking his head sadly, "I can't account for it at all, except that Slavin was smart enough to put me to sleep. I have been fully beaten, and there's an end of it."

"I'll tell you how it happened," spoke up H. Madden. "The fight was a terrific one from the very outset. Both men went in for slogging for all they were worth, and either man is to be hoped will persevere with unabated energy, and combined effort, until the glorious boon is gained for the hard-faring Mariner.

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Hongkong, 28th October, 1890.

THE STRIKE OF SHEARERS.

MELBOURNE, September 28th.

The strike of shearers is a partial failure.

The employers at Sydney have issued a manifesto, in which they declare that their refusal to hold a conference with the strikers is due to the bad faith of the unionists.

RIO JANERO, September 28th.

A decree has been issued by the Government authorizing an unlimited issue of currency on a gold basis by national banks. Speculation is greatly increasing.

ROME, September 28th.

The Italian Consul at San Francisco is to be transferred to Amsterdam.

CAEN, September 28th.

Eighty lace factories here are closed, as a result of the strike.

ST. ETIENNE, September 28th.

The Miners' Federation in the Department of Loire have decided upon a general strike on October 6th, if the men discharged for taking part in the June strike are not reinstated.

CHICAGO, September 28th.

The Anglo-American Packing Company's establishment at the stock yards was damaged by fire early this morning, to the extent of \$30,000. The fire was one of the worst the department has ever had to deal with.

KIUKIANG.

(FROM OUR OWN CORRESPONDENT.)

October 17th, 1890.

For weeks past there has gone up from all the country side a cry for rain; but day has succeeded day and the only answer to the cry is a cloudless sky. High winds have blown and the sky becomes overcast, the mountains being entirely concealed in the clouds; surely the rain will come now; but no! on the third day the old order of things is resumed. The officials issued proclamations to the effect that no animal was to be slaughtered, no fish caught, and no eggs eaten, so that heaven might be propitiated. Suddenly all these articles of daily food disappeared from the streets and markets. However much the officials believed in these remedies the people evidently had little faith in them. All over the country pigs, chickens and ducks were killed as usual and secretly carried into the streets for sale. In walking along the street one might sometimes see an excited crowd gathered together screaming hell-mell over one another and eagerly bent on getting or seeing something. On drawing nearer it soon appeared that some countryman had pork for sale, hence all the commotion. The Buddha was invoked, and when he would not be propitiated offerings were kept up at a lively rate. One might see a priest busily engaged in burning paper having on them the two characters for God, hoping that the smoke might be a sweet smell in the nostrils of *Tien*. In another temple it was reported that a priest was under a vow to live on the cold earth and eat no food till rain came. Surely all this would bring rain; but no, still the fields became drier and drier for days and weeks. To-day the prevailing high east winds have suddenly dropped and a little N.W. wind sets in bringing clouds and a little rain with the rain quite a cool temperature.

The first approaches of winter are upon us, though the sun has disappeared, windows are closed, people are talking of coal and fires; the seasons give variety—after the heat we welcome the cold, and after the winter we shall welcome the heat again.

St. Paul's Church, under the control of the Methodist Episcopal Mission, is again open to public worship, having been closed since the Chinese New Year for repairs. The floods of last year damaged the building that it was necessary to tear a large part of it down and rebuild.

N. C. Daily News.

(FROM OUR OWN CORRESPONDENT.)

Saigon, 18th October, 1890.

The reports I hear from nearly every estate in the district are extremely gratifying. The greater part of the crops are already harvested, and will be finished by the time you get this, whilst preparations for next year are well advanced, the weather being very propitious.

S. PETERSBURG, September 28th.

Another attempt has been made upon the life of the Czar. This time the conspirators planned to wreck a train by which it was believed the

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Mails.

INCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"GAELIC"

will be despatched for San Francisco, via Yokohama, on MONDAY, the 3rd November, at 1 P.M.
Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office, until FIVE P.M., previous to sailing.

First-class Fares granted as follows:-

To San Francisco..... \$225.00
To San Francisco and return, available for 6 months..... 393.75

To Liverpool..... 325.00

To London..... 322.00
To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,

Agent

Hongkong 27th October, 1890.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CHINA"

will be despatched for SAN FRANCISCO, via YOKOHAMA on THURSDAY, the 13th Nov., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class, only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Points, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for 6 months at 25 per cent off Return Fare.

3% " 50 per cent."

(Time is reckoned from the date of landing to that of re-embarkation at Vancouver.)

Passengers to Pacific Coast Points and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets but who re-embark within 12 months from date of landing at Vancouver will be allowed 10 per cent. off the return fare.

Prepaid return tickets to European points will be issued available for 12 months at double fares (Mexican Dollars).

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

ADAMSON, BELL & CO.,
Agents,
Hongkong 27th October, 1890.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN,
ISMAILIA, PORT SAID, MALTA,
GIBRALTAR, MARSEILLES, BRINDISI,
TRISTE, VENICE, PLYMOUTH, AND
LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA AND
AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR BATAVIA, PERSIAN
GULF PORTS, MARSEILLES, TRIESTE, HAMBURG,
NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "ROHILLA". Captain F. Speck, with Her Majesty's Mails, will be despatched from this, for LONDON direct, via SUEZ CANAL, on THURSDAY, the 30th inst., at NOON.

Cargo will be received on board until 4 P.M., Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

For further particulars regarding Freight and Passage apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Slippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN,
Superintendent,
P. & O. S. N. Co.'s Office,
Hongkong, 20th October, 1890.

NOTICE.

NOTICE.

I HAVE this day REMOVED to Nos. 45 and 47, Queen's Road Central.
A. DENISON,
Civil Engineer, &c.
Hongkong, 28th October, 1890.

NOTICE.

DURING my absence from Hongkong Mr. J. R. MICHAEL will attend to my business.

E. H. GORE-BOOTH,

Hongkong, 28th October, 1890.

NOTICE.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

I HAVE this day resumed the duties of SECRETARY of this Company.

A. SHELTON HOOVER,

Secretary,
Hongkong, 27th October, 1890.

NOTICE.

M. JOHN HUGHES LEWIS is hereby authorised to sign our Firm per procura from this date.

W. H. DOUGLAS LAPRAIK & CO.

Hongkong, 9th October, 1890.

445

Mails.

CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.
PROPOSED SAILINGS FROM HONGKONG, 1890.
(Subject to Alteration.)

BATAVIA..... | FRIDAY..... | Nov. 14th.
ABYSSINIA... | THURSDAY... | Dec. 4th.
PARTHIA... | THURSDAY... | Dec. 25th.
BATAVIA... | SUNDAY... | Jan. 25th.
ABYSSINIA... | THURSDAY... | Feb. 18th.

THE Steamship

"BATAVIA,"

Captain Williamson, sailing at NOON, on FRIDAY, the 14th November, will proceed to VANCOUVER, via SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

RATES OF PASSAGE, FROM HONGKONG, FIRST CLASS.

To Vancouver and Victoria..... \$210.00
To Port Townsend, Seattle, Tacoma..... 121.00
To Portland, Oregon..... 122.00
To Winnipeg, Minneapolis, St. Paul..... 126.00
To Chicago, Kansas City, Milwaukee..... 127.00
To St. Louis, Detroit, Cincinnati, New York, Albany, Buffalo, Niagara Falls, Baltimore, Philadelphia and Washington..... 128.00

To Quebec, Boston, Portland (Maine)..... 125.00
To Halifax, St. John's..... 125.00
To Liverpool..... 325.00
To London..... 322.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,

Agent

Hongkong 27th October, 1890.

Mails.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.
WINTER TIME-TABLE.
WEEK DAYS.
8 to 10 A.M. every quarter of an hour.
12 (noon) to 1 P.M. every quarter of an hour.
1 to 2 P.M. every half hour.
3 to 7.30 P.M. every quarter of an hour.
SATURDAYS.
NIGHT TRAMS at 10.30 and 11 P.M.
SUNDAYS.
CHURCH TRAM at 10.40 A.M.
12 (noon) to 2 P.M. every quarter of an hour.
3 to 7.30 P.M. every quarter of an hour.
Special Cars may be obtained on application to the Superintendent.
Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.
MACEWEN, FRICKEL & CO.,
General Managers.
Hongkong, 21st October, 1890.

Intimations.

Intimations.

LENTISTRY.

FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.

M. R. WONG TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and latterly
assistant to Dr. ROGERS),
HAS REMOVED
from the Office formerly occupied by
Dr. ROGERS to
No. 18, D'AGUILAR STREET,
(behind the Hongkong Club).

CONSULTATION FREE.
Hongkong, 25th October, 1890.

BRITISH MERCANTILE MARINE
OFFICERS' ASSOCIATION.
HONGKONG.

Captain Samuel Ashton—President.

SPECIAL NOTICE!

MEETINGS of this Association will be held
at the MARINE HOTEL, Praya West,
every TUESDAY and FRIDAY, at 8.30 P.M.
CHESNEY DUNCAN,
Hon. Sec.

Hongkong, 16th August, 1890.

CAUTION TO SHIPOWNERS AND
CAPTAINS.

RAHTJEN'S ANTI-FOULING COM-
POSITIONS.
Other makes than our original Manufacture
are now being sold.

The genuine and only Composition connected
with Mr. RAHTJEN himself is HARTMANN'S
RAHTJEN'S and packages are marked with these
words and Trade Mark an open hand in red.

REJECT ALL OTHERS!

Agents in Hongkong
F. BLACKHEAD & CO.
Hongkong, 26th July, 1890.

1093

W. S. MARTEL,
ARTISTIC DECORATOR,
AND
HOUSE AND ESTATE AGENT,
2, DUDDELL STREET,
HONGKONG.

Hongkong, 6th April, 1890.

NOTICE.

PATENT "GLACIER" WINDOW DECORA-
TION for producing the effect of
Stained Glass on Ordinary Windows. The most
permanent, most effective, and easiest to affix of
all substitutes for Stained Glass, and yet the
cheapest.

MANUFACTURERS:
MC'CAW, STEVENSON & ORR (LTD.)
LINENHALL WORKS.

BELFAST,
Ireland.

W. S. MARTEL,
2, Duddell Street,

SOLE AGENT FOR HONGKONG.

Sample Window on view at Mr. MARTEL'S
Office.

Hongkong, 25th October, 1890.

1482

A. G. GORDON & CO.,
LIMITED.

ENGINEERS, LAUNCH BUILDERS,
and GOVERNMENT CONTRACTORS, IRONMONGERS, COM-
MISSION AGENTS, VALUATORS, IRON
and TIMBER MERCHANTS.

WORKS:

BOWRING, EAST POINT.

OFFICE:

9, PRAYA CENTRAL.

STEAM LAUNCH COMPANY, LIMITED.
Hongkong, 1st May, 1890.

149

NOTICE.

JIYE'S SANITARY COMPOUNDS
COMPANY, LIMITED.

JIYE'S WOOD PRESERVER OR
ANTISEPTIC PAINT.

THE Undersigned have this day been
appointed SOLE AGENTS for the sale
of these PERFECT DISINFECTANTS, and
are prepared to supply quantities to suit
purchasers, at Wholesale Prices. Extra Special
terms for Shipping and Large Orders.

SIR ROBERT RAWLINSON, C.B., C.I.E., Chief
Sanitary Engineer, Local Government Board,
London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & CO.,
Bank Buildings.

Established 1880.
Hongkong, 26th June, 1890.

1491

NOTICE.

THOMAS KERR & CO.,
ENGINEERS, BOILER-MAKERS
AND
CONTRACTORS.

YAU-MA-TI ENGINEERING WORKS,
KOWLOON.

OFFICE—No. 12, D'AGUILAR Street.